

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4891

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THURSDAY, APRIL 27, 1905.

四拜禮

號七廿月四英曆

310 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 10,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENTSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TAKAO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their opti-
malances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau. Tientsin.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON/AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hankow, 27th May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,947,200
RESERVE FUND.....GOLD \$3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINER COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [26]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

Shanghai Tael

SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1 1/2 per Annum Fixed Deposits for 3 months.

2 1/2 " " " " " " " " " " " "

3 1/2 " " " " " " " " " " " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE
HOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months: 4 per cent.

" " " " " " " " " " " "

" " " " " " " " " " " "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. SUCOTRA About 29th } Freight only.
(Passing through the Inland Sea) C. J. Denison, R.N.R. April

SHANGHAI MALTA About 5th } Freight and
R. A. Peters May Passage.

LONDON, &c. COROMANDEL May 6th, } See Special
G. M. Montford, R.N.R. Noon Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. PERA About 10th } Freight only.
A. L. Valentini, May

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 27th April, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR—

BRINSMEAD, STEINWAY, BROADWOOD,
COLLARD & COLLARD, CHALLEN,
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate

—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism

is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are

satisfied that Pianos made at home are infinitely superior to any constructed by makers in the

East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

KÜPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for Küpper,

and see that you get it.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 1st April, 1905. [17]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.

Estimates cheerfully given.

For Bellability, Durability, Workmanship, Lightness.

Estimates cheerfully given.

OUR PROPELLERS

Are fitted to the principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC Co.

W. H. ALLEN & SONS, ENGINEERS, BEDFORD.

H. W. JONES & CANADIAN, ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

15, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1904. [26], [77]

Intimations.

Bovril is Strength.

In these days of increased commercial
activity strength and perfect health are
needed more than ever. Bovril taken
regularly is most strengthening and sus-
taining. It keeps the system in the
very pink of condition.



[57]



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
17, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

W. FARMER, Proprietor.

JAPAN COALS.



THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—24, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maderun, Kure, Shimonsaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kishinoue, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tanaka, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honjo, Ichimura, Kashiwa, Muroto, Mikawa,
Onoda, Otsu, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzakura and other Coals.

S. MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
 "POWAN," 2,118 tons, Captain R. D. Thomas.
 "FATSHAN," 2,260 tons, Captain W. A. Valentine.
 "HANKOW," 3,073 tons, Captain C. V. Lloyd.
 "KINSHAN," 1,995 tons, Captain J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Timetable). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,118 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 tons, Captain C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahoning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," 588 tons, Captain B. Branch. S.S. "SANUI," 588 tons, Captain H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

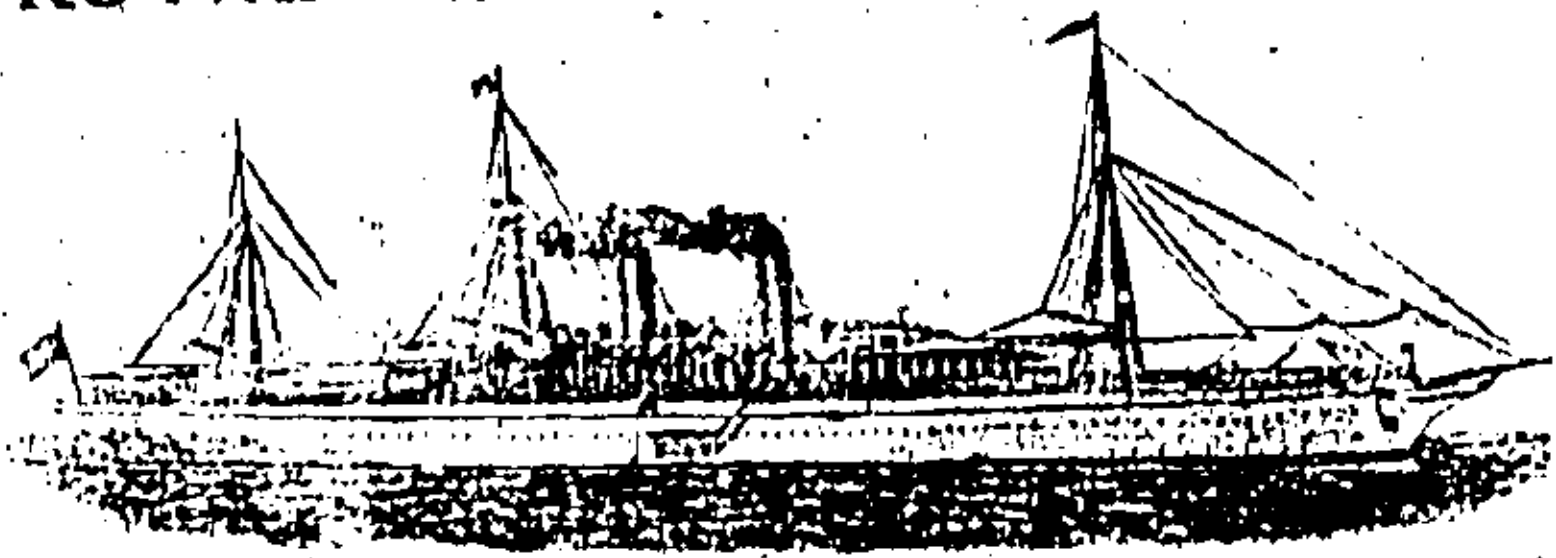
S.S. "TAK HING," 588 tons, Captain R. Birt. S.S. "HONGKONG," 588 tons, Captain Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kunchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANTAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 10th May.
 "ATHENIAN," 2,440 tons, WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 tons, WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 tons, WEDNESDAY, 21st June.
 "TARTAR," 4,425 tons, WEDNESDAY, 5th July.
 "EMPERESS OF JAPAN," 6,000 tons, WEDNESDAY, 19th July.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry Intermediate Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. C. ADD. CK. Acting General Agent, 9, "Cable" Street.

Hongkong, 26th April, 1905

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA, Jacob	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	1st May. Freight.
BLAVONIA, Madsen	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	2nd May. Freight and Passengers.
SEGOVIA, Schoenfeld	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	10th May. Freight.
SENEGAMBIA, Jabury	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	30th May. Freight.
C. FERD. LAEISZ, von Hoff	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	13th June. Freight.
BRISGAVIA, Schmidt	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	27th June. Freight.
NUBIA, Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	25th May. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 27th April, 1905

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Saloons are open from 9 A.M. till 9 P.M. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other; as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904

Mails.

IMPERIAL GERMAN MAIL LINES.

(NORDDEUTSCHER LLOYD, BREMEN)

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
 PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
NEUBERGER	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ RECHT LUTFOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 8th May; Cargo and Parcels will be received on Board until 5 P.M., on TUESDAY, the 9th May, and will be received at the Agency's Office until Noon, on TUESDAY, the 9th May.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 2nd May.
PRINZ SIGISMUND	3,303	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ SIGISMUND	TUESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAVERN	WEDNESDAY, 10th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 24th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 26th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 10.00 a.m. Every 15 minutes.
 10.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 p.m. Every 15 minutes.
 12.00 p.m. to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 1.30 p.m. Every 15 minutes.
 1.30 p.m. to 2.00 p.m. Every 15 minutes.
 2.00 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 4.00 p.m. Every 15 minutes.
 4.00 p.m. to 5.00 p.m. Every 15 minutes.
 NIGHT CARS.
 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
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 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Manager, Hongkong, 29th December, 1904.

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Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES and REQUISITES ALWAYS IN STOCK.
 REASONABLE PRICES.
 Hongkong, 7th March, 1905.

SHIPS COOLED from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 339.

Hongkong, 1st October, 1904.

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Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

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Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

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Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C. E., President and Shanghai Manager. N. M. HOLMES, C. E., Vice-President and Hongkong Manager. A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

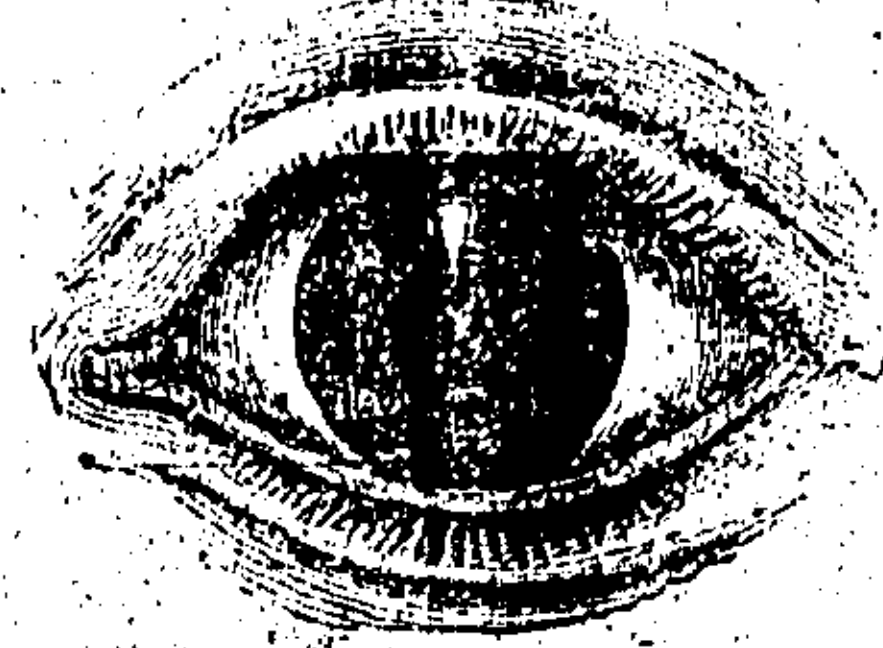
Railway Hydraulic Mining and Sanitary Engineering. A Specialty made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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EYES

RIGHT!



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Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.
 For Terms, &c. apply to the MANAGER.

Hongkong, 2nd July, 1900.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS.

TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

[12]

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that he will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

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WINE AND SPIRIT
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BLEND

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GREAT AGE
MATURE,
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Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

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Hongkong, 1st April, 1905.

[32]

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CIGARS.

THE
PREMIER CIGAR
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INDIA.

No. 1 - \$2.75 - per 100

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Gregor & Co.,

SOLE AGENTS.

Hongkong, 7th March, 1905.

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NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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DAILY—\$80 per annum.
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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 27, 1905.

HONGKONG DOCKS AND THE ADMIRALTY.

In a recent issue, we published an extremely interesting and lucid account of the operations which were carried out by the Hongkong and Whampoa Dock Company, on the battleships *Albatross* and *Glory*. According to the writer, who may be described as a naval expert, and whose opinions are worthy of the greatest attention, serious defects had been found in the guns of these two warships, and it was found necessary to have them immediately replaced. The work involved the use of exceptionally powerful machinery which in ordinary circumstances would not be found in the usual dockyard. By their enterprise and foresight, however, the Hongkong and Whampoa Dock Company had provided for such a contingency, and the work of replacing the defective guns was done in a manner which not only reflected credit on themselves, but compared favourably with anything that could have been accomplished by the special Admiralty docks in England. The importance of this feat by the Dock Company is better realised by a contemplation of the prospect it opens out should Great Britain be at war. Under the usual conditions which exist in the East, it would have been necessary, when these serious defects in the armament of the two chief warships on the China station had been discovered, to send the vessels to England in order to have the defects repaired. That would have meant that, in a time of general apprehension, when the efficiency of the first line of defence in the East is of supreme importance, the Fleet would have been deprived of two of its chief fighting units and the standing and power of the Fleet seriously impaired. But it would also have meant a great deal more. The expense of sending two battleships of the size of the *Albatross* and *Glory* to England would have been a very considerable item. There would have been incurred the heavy Suez Canal dues, the high consumption of coal en route to England and back, and the high cost of labour in England necessary to carry out the alterations. The arrangements made by the Hongkong and Whampoa Dock Company to cope with such an emergency sufficed to fulfil all the special requirements of the occasion, and at comparatively small cost the power of the China squadron has been kept at full fighting pitch, and the Admiralty have been saved great and unnecessary expense, while the prestige of the Dock Company has risen at a bound. These considerations lead to the question whether the Dock Company have received that support and assistance from "My Lords of the Admiralty" to which they may fairly claim to be entitled? And a brief view of the facts compels an answer in the negative. The Naval authorities, with a consistency which has proved most irritating, have refused to furnish anything but the most meagre help to the Company. In the case of the Admiralty loan, for example, the Admiralty's action was hardly commensurate with the enterprise of the Company in seeking to provide facilities for the warships on this station. As pointed out by the naval expert, whose opinions we submitted in Tuesday's issue, "the erection of plant sufficiently powerful to carry out such an operation [as that of replacing the heavy guns on the *Albatross* and *Glory* within the space of a single day] would be a sore burden on the taxpayer, seeing that it would be seldom required and yet must be maintained in good order." Little wonder then that the Imperial Government are awaking to the capabilities of private firms and the advantages to be derived from granting them subsidies. It was only a few weeks ago that an officer of the Crown was sent out to the East to inspect the naval defences, and the facilities at the disposal of the Admiralty for repairing damages and securing the maintenance of the Fleet's efficiency. At the same time the question of subsidising those firms whose

enterprise contributed to the excellent condition of the stations abroad was mooted in home journals. Whatever may be the opinions submitted to the Imperial Government by the expert who ended his active career in the service by this tour of inspection, it is obvious to all concerned that firms who are capable of such work as that accomplished by the Hongkong and Whampoa Dock Company are decidedly worthy of recognition by the Naval authorities. The fact that there is such a base in the Far East, where vessels may rest and repair, is a guarantee for the safety of the Colony, and the preservation of the China Squadron, when called upon to defend this outlying post of the Empire—either as the result of international complications or as the effect of our alliance—which nothing could exceed. And those who help to bring about such a state of affairs should certainly be indemnified. Therefore, when the matter of a subvention crops up, as it is sure to do in the very near future, it is to be hoped that the Hongkong and Whampoa Dock Company will receive that recognition which is only its due. Without the attention which has been directed to the subject by a naval authority in the columns of the *Hongkong Telegraph*, the gigantic task performed by the Dock Company, at a moment's notice and in an incredibly short space of time, might have passed unnoticed by the general public. It has become such a common feature of the day's news that a British or foreign warship has gone into dock that nobody, or at any rate very few, pay any heed to it, or attach that importance to the matter which it deserves. Fortunately, we have been able on this occasion to shadow forth, it may be dimly, the powers of the Dock Company as demonstrated in the case of the *Albatross* and *Glory*, and we may hope that the lesson will not be lost on the community, or on those responsible for the maintenance of the British Fleet.

LOCAL AND GENERAL.

THE German Mail of the 19th March was delivered in London on the 26th inst.

ACCORDING to the *Socatra* which arrived from Singapore this morning a thick fog prevails at Gap Rock.

THE thirtieth case of plague notified as having occurred in the Colony since the beginning of the year was reported to-day from the New Territory.

MR. J. R. Twentyman, who was badly shaken and sustained a broken rib, in the runaway accident last week, is progressing as well as can be expected at the General Hospital, Shanghai, though he may be in hospital for a few weeks.

ANOTHER day has passed without any direct news of the Baltic Fleet having been sighted by in-coming steamers. To-day vessels have come in from Moji, Shanghai (2), Singapore, Manila, Swatow and Batavia, but none of them report having seen anything of either the Russian or Japanese fleets.

THE notorious Paddy Doyle made his twenty-fourth appearance before the Magistrate this morning, when he was placed before Mr. F. A. Hitzeland, charged with being drunk and disorderly in the public streets. He was convicted and fined \$5, with the alternative of 14 days' imprisonment. Having no money he asked the usher to "lend" him \$5, which the usher politely declined to do. He was asked by Mr. Hitzeland how many times he had been drunk during the last six months, and he indignantly denied that he had been drunk once in that period. He was only released from gaol yesterday after serving a term of six months' hard labour. He is now doing 14 days for want of \$5.

SOME of the Vienna newspapers recently stated that Yang-cheng, the Chinese Minister, was received in special audience by the Emperor Francis Joseph. Among the questions alleged to have been discussed was mediatory action tending towards peace. It is also asserted that the Minister wired full details of the audience to his colleague in London. In authoritative quarters it is declared that during the audience the question of peace was not even alluded to. The Minister thanked the Emperor for his autograph letter congratulating the Dowager Empress upon having celebrated her seventieth birthday. His Majesty received the Chinese Minister in a most gracious manner, and held a long conversation with him in German. In the course of the audience the war in Manchuria was discussed, but no allusion was made to the prospects of peace.

THE N. D. L. s.s. *Roon*, which arrived here on Tuesday evening, made the run up from Singapore in a fraction over four days. The Sultan of Johore landed at the northern port on the 21st inst., and among the passengers coming on to Hongkong were Messrs. Lenox Simpson, one of the senior Commissioners of Customs, J. Boite, an American millionaire who is accompanied by his wife and sister, and Mr. Chesney Duncan, editor of the *Strait Echo*. Also Leong Fee, owner of the celebrated Tambun tin mine in Malaya and Chinese Consul, Penang, who is proceeding to Swatow to attend the funeral of his aged father. Mr. Leong Fee is accompanied by his two sons and a number of relatives. The ship was full to overflowing with passengers, the *Roon* having established an enviable record for regularity, comfort, and fine sea-going qualities.

EDUCATION AND REFORM.

STUDENT GATHERING IN CANTON.

[From Our Own Correspondent.]

Canton, April 25th.

The series of lectures being delivered in the Presbyterian Mission Church at Si Po Lau are attracting large audiences. On Sunday afternoon twenty-three schools were represented, those of the government being among the number sending the most students. Mr. J. Dyer Ball delivered three lectures, all of which were instructive and listened to with good attention. The fact that the lecturer dealt largely on the subject of Christianity did not appear to offend any of the audience though most of the students were in no way identified with Christianity. To-day the U.S. Consul-General, Hon. J. G. Lay, was greeted by an audience of over 600 students. He spoke through an interpreter and the audience showed its appreciation of his address by heartily applauding when he had completed the address. Mr. Kwan Yan Cho, a third year student in the Christian College, gave a very accurate interpretation of the Consul's address.

To-morrow Dr. Graves will speak on the Advantages and Disadvantages of the Western Learning.

Consul Lay's address was on "The Effects and Influence of Education on Reform." He spoke as follows:—Gentlemen,—I regret that I am unable to address you in Cantonese, and also that my engrossing duties at the Consulate have so occupied my time lately that I have been unable to devote as much time as I would have liked to this address, which Dr. Beattie has done me the honour to ask me to make to-day.

I ask the indulgence of this learned audience therefore for the incompleteness with which I have been compelled to deal with this important subject of the effects and influences of education on reform.

It is my object to-day to talk to you of my observations during fifteen years in the Consular Service in British North America and Europe of the influence of education on reform.

Reform has been by many misunderstood as meaning only a change—something new,—no matter whether conditions as they existed before the so-called reform were best suited to the welfare of the people, or not. This is not the true meaning of reform. Reform aims at changing conditions for the better; modifying such features, and eliminating others of the existing state of affairs as will result in securing the most beneficial results in the end, for the greatest number concerned. But reform does not always mean a change that will bring immediate results. The effects of a good reform may not be felt for a long time after such reforms are inaugurated.

It is contended by some that there is too great a tendency toward reform; that individuals like governments now-a-days strive to reform everything and that reform is dangerous and hazardous. This is true of an ignorant individual or government that is unable by reason of failure to study conditions, to foresee the disadvantages of unwise or hasty reform. But an individual or collection of individuals, who have, to the best of their ability, studied the conditions under which they exist, and are convinced that some change must and ought to be made to better and improve those conditions, are not doing their duty toward themselves or their fellow-men, unless they strive by every means in their power to attempt to reform these conditions. An educated man or body of men does not take any risk when attempting reform, and furthermore, if such educated men realize that existing conditions are not in the best interests of themselves or their fellow-beings, and know that some change is necessary, fail to attempt reform, they are nothing more than cowards.

It is not, unfortunately, a prevailing tendency of intelligent men or bodies of men to carry reform to excess, but what does exist, and what is a menace to many governments and institutions, are the attempts made at reform by the uneducated, without any real effort having previously been made at studying the necessities of reform and its probable results. These attempts invariably fail, and why do they fail? Because of the ignorance of those responsible for such reforms.

The basis of all reform, gentlemen, is education. Without education, a man, a woman, or a country cannot improve, but must deteriorate. A country whose people are not educated must lose its commercial and military supremacy.

An educated people read of the conditions prevailing among their fellow-citizens in their own city, in other cities of their own country, and finally in other countries. They will have the intelligence to compare the methods adopted elsewhere than in their own country of securing better results, whether it be in trade, business, the arts, or in the sciences. They will then apply so much of these methods as will improve their own business, profession, or Government, and see sometimes the advantages of adhering to their own methods and that it will be best to continue to improve or reform along the lines that they are following.

Let me mention briefly a few examples of the beneficial influence of education on reform.

First, let us take reform of the individual from a moral standpoint. There are exceptions to be sure, but the most effective way to reform a man is to educate him. Education, if it does nothing else, teaches him to reason and to convince him that it pays to do right and obey the laws. An educated man, whether he be labourer, or merchant, is more amenable to just laws than the ignorant man. No government can succeed without just government, and in turn it must depend on its people observing the laws that make good and just government possible. Education enables the people to appreciate the justice of laws.

From the standpoint of the individual's relation to the State, education places him in a position to assist his government in enforcing good reform, or exercising his power as a citizen or subject in preventing attempts at unjust or unwise reform. No man

or whether it be in a constitutional or absolute monarchy or Republic, the individual will exert however small it may be an influence on the Government of his city, or province, or country. If he is educated it will be for the good; if he is ignorant, the State has not only lost his service as a benefactor, but has made an enemy and created a deterrent influence against progress and reform.

Now let me be more frank and to the point. I hope my hearers will not misunderstand my intentions if I give you my views on what I sincerely consider to be the key to reform in China. I am supposed to be a diplomat and say nothing to offend, but I do not mean to offend, and I feel sure my remarks to-day addressed to such a distinguished and learned audience would be colourless did I not touch on the subject of education in China. As you well know, America is a great friend of China and wants to see her succeed and prosper, and I trust you will accept my further remarks in this spirit and as from a friend.

The other day, in conversation with a very intelligent and distinguished Chinaman, I was asked the question: How are we Chinese to bring about the many needed reforms in this Country? My reply was: Educate your people. This is what is needed in China. You should have more men like yourselves. Making new laws, raising large armies, and spending money on fleets will not alone develop and reform a country.

It might be right, as in the days of yore, and it is so to a great extent at the present time, but in order for a country to be mighty, it is essential that the people should be educated, to study and become familiar with all the latest improvements and be up to the times in the sciences, on Government, and in military matters. The world is progressing, and it is by study, and study alone that will enable us to keep up with the times. Antiquated ideas must be replaced by modern ideas. The world is moving rapidly and a nation to become strong and powerful like an individual must move with the times.

What China needs and all she needs is a system of compulsory education. Make every boy and girl go to school. Establish public institutions of the same kind as the one in connection with which this meeting is held to-day. But you must change your curriculum. Devote less time to the study of Confucius and the classics. Under the present system of education, the Chinese student is not prepared to contend with those in the world who have had the advantage of an education in the sciences and in the modern arts, in modern engineering, electricity, agriculture or even the trades, which have been brought by education to such a high state of development. Industrial schools should be established to teach your labourers and artisans how they can compete in foreign markets by improving and reforming their present methods of manufacture. Some of you may say that China needs other reforms than education. This may be true to a certain extent, but radical reforms in all branches cannot be accomplished at once. Not compulsory education, started on a small scale, and with the establishment of a more practical education by changing the curriculum, and extending it eventually through the most important cities, will bring about all the reform that China needs in sanitation, Army, Navy, judiciary, and all branches of professions and trades. I do not wish you to understand that I am criticising any of your institutions. Every Government and every people can improve.

We have a lot to learn from China, and China a lot to learn from us. I have not been here long enough to make a very exhaustive study of your wonderful country and still more wonderful people, but I have seen enough of it to be convinced that the reforms your officials tell me you need can only be brought about through the peaceful influence of education. I don't mean the education of the few which is accomplished to a large extent by individual initiative, but by public schools.

To give you an idea how a country suffers from her people being uneducated, one has only to look at Spain where I have lived during the past five years. Spain is governed by a King and two legislative bodies, one elective. Spain is richer in natural resources than Germany; the people are brave and 400 years ago, she was the ruler of the world. To-day, Spain has fallen to a second rate power, and her people are crying for reform, blaming the Government for all their shortcomings, poverty, and the unsatisfactory condition of the country's finances. Every now and then a revolution takes place, organized by some ignorant agitator, who encourages the people to resort to force as a remedy for their often imaginary grievances.

Reform is needed in Spain—needed badly, but it will never come as long as more than one half the people cannot read or write, as, how can an ignorant man obtain proper representation and redress in a constitutional Government unless he can read and write and vote intelligently?

On the other hand, there are many instances of how an educated people has prevented what would have been disastrous reforms. Not many years ago during a time when the farmers and business men of a country on the American continent were suffering from general financial depression, a political leader took advantage of the situation and the readiness of the people to accept anything new as a possible means of relief, and he was nearly successful in establishing a current system that would have seriously impeded this country's progress for years. The question was placed before the people to decide and they agreed to work to study this complicated problem, with the result that they did not accept the plausible reasoning of the politician. This attempt at inaugurating a very unwise and dangerous reform was defeated simply by a campaign of education, and I know of no better incident than this, that has come under my observation, to show the beneficial effects education has on reform. It is an established fact that the greatest countries are those that are constantly reforming and those where the greatest percentage of their people are educated.

The greatest statesman is not he who advocates a large army or navy, but the one who strives to increase the facilities for educating the people.

Votes of thanks terminated the proceedings.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ALLEGED CHINESE SYMPATHY WITH RUSSIA.

JAPANESE PROTEST.

"THE SHINWANPAO."

[From Our Own Correspondent.]

Shanghai, 26th April, 5.10 p.m.

The Acting Japanese Consul-General has written to the *Shinwanpao*, a daily newspaper, published in Chinese, in this Settlement.

The Consul's request is based on the ground that the paper has dared to criticise his actions in connection with Japan's schemes as regards China showing any sympathies with the Russians.

To the Japanese Consul's allegations the editor replies in a vigorously worded article in his paper animadverting severely on the Consul's attitude and endeavours to show the inconsistency and purility of his complaint.

Mr. J. C. Ferguson is the owner of the paper, and Mr. J. D. Clark appears in the long list as its manager.

[This telegram was received too late for publication in our issue last evening. The action of the Japanese Consul at Shanghai has, no doubt, been prompted under instructions from Tokio.—Ed., H.K.T.]

MISSIONARIES REPORTED MURDERED

AT BATONG.

[From Our Own Correspondent.]

Shanghai, 27th April, 11 a.m.

It is reported that three French missionaries were murdered at Batong, on the borders of Tibet, in Szechuan, at the same time as the Amban, of whose suite only five escaped.

[Advice received through Shanghai papers of recent date show that there have been quite a number of anti-foreign disturbances in the province, and these have been ascribed to a recrudescence of the Boxer movement.—Ed., H.K.T.]

Many Christians were massacred at Batong.

INDO-CHINA STEAMER BURNED.

MANY LIVES LOST.

The Indo-China S. N. Co.'s s.s. *Yuenwo* has been burnt at Tungchow. Messrs. Jardine, Matheson & Co., the local agents, state that all the foreigners including Capt. Flagg and four passengers were saved. They admit that, so far, fifty bodies have been recovered. Sixteen members of the crew were lost.

The Chinese estimate that between two and three hundred persons lost their lives.

SHIPPING AND MAILS.

MAILS DUE.

American (China) 29th inst.
French (Ernest Simons) 1st prox.
German (Prinz Waldemar) 1st prox.
Canadian (Empress of Japan) 1st prox.
Indian (Sutlej) 2nd prox.
Indian (Kunwar) 9th prox.

The P. & O. S. N. Co.'s s.s. *Pekin*, left Singapore for this port on 25th inst., at 6 p.m.
The Backall Line s.s. *Banias* from London and ports, left Singapore on 21st inst., and is due here on 29th inst.

The M. M. Co.'s s.s. *Ernest Simons* with the next French Mail will leave Saigon to-morrow, at 11 a.m., for this port.

The P. M. S. Co.'s s.s. *China* with mails, &c., left Manila for this port to-day, at 1 p.m., and is due here on 29th inst., at 9 a.m.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Deception* left Singapore on 25th inst., at noon, and may be expected here on 30th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 8 p.m. on 27th inst., and leaves again at 5 p.m. to-morrow for Shanghai where she is due to arrive at 6 a.m. on 29th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 5.30 p.m. on 25th inst., and left again at 1.30 p.m. to-morrow for Yokohama where she is due to arrive at 2 p.m. on 27th inst.

TELEGRAMS.

THE WAR.

FIGHTING IN MANCHURIA.

THE RETREAT.

Mr. M. Noma, Consul for Japan, forwards to us the following telegram:—

Tokio, 26th April, 6 p.m.

In the neighbourhood of Kaiyuan on the 24th inst., the Russians with five battalions, sixteen squadrons and one battery made an attack, but were repulsed. Our casualties were 38, and 200 Russian corpses were left on the field.

The enemy, who advanced toward Changtu with six battalions and sixteen squadrons, and toward Hailaotse with twelve squadrons and one battery, were retreating northward.

[Reuters.]

The Situation in Crete.

LONDON, 25th April.

At Rome, Signor Tittoni, Minister for Foreign Affairs, the British, French and Russian Ministers have conferred on the situation in Crete.

News from Malta says H. M. S. *Leviathan*, with Admiral Lambton on board, H. M. S. *Lancaster*, and H. M. S. *Minerva* have proceeded to Crete.

The United States—Arrest of a Bank President.

Later.

Mr. Bigelow, the President of the First National Bank of Milwaukee, has been arrested for defalcations amounting to \$300,000, caused by speculations in wheat.

The Baltic Fleet.

JAPANESE STEAMERS CAPTURED.

Saigon wires that the Baltic fleet has captured two steamers from Saigon to Japan with rice.

WHEN THE WAR IS OVER.

WORK FOR THE DIPLOMATISTS,

JURISTS, AND INTERNATIONAL

LAWYERS.

When the Russo-Japanese war is ended, diplomats and jurists will find themselves confronted with a heavy task, for the present conflict has made it abundantly clear that what is known as international law is a very chaotic and unsatisfactory state. The rights and duties of neutrals in time of war rest at present upon a very unstable basis, and similarly the rights and duties of belligerents are equally vaguely defined.

It is probable that when peace once more reigns in the Far East the wheels of diplomacy will be set rolling in the direction of an international conference, by means of which many disputed matters may be placed on a more satisfactory basis.

One of the most vexed questions which this conference may have to decide is that of contraband, and with it the many side issues which arise out of the main principle. First of all, it will have to be settled, and laid down by international agreement, exactly what is and what is not contraband. When this has been done it will be possible to proceed to the formulation of a set of rules to be observed both by belligerents and by neutral Powers in respect to contraband goods.

During the present war contraband, in the shape of coal, ships, arms, ammunition, and food-stuffs, has been supplied by neutrals to both sides, but particularly to the Russians, who have benefited by the present nebulous state of the law to a much larger extent than has their enemy.

SALE OF SHIPS.

At the present moment a large number of British liners are acting as transports to the Russian fleet, having been sold first of all to a German firm, and then to the Russian authorities. Further, ships belonging to a British company are actually on the sea carrying submarines for the Russians; and British firms have supplied, and are still supplying, stores of various kinds destined for the use of the Russian troops in the field. And this, in spite of the fact that we are the ally of Japan, and that the British Government, fully alive to the responsibilities imposed upon it by a declaration of neutrality, makes every effort to prevent the traffic.

The fact is that the Government cannot stop the transactions, for if Japan made any representations to the British authorities, she would have to show, first, the goods in question were intended for use by the enemy; and, second, that the British Government had knowledge of the transaction. With regard to the present trade in ships, submarines, and stores, it would be proved in every case that each transaction was in the way of ordinary legitimate business, and could not be prohibited by any existing international law.

There is perhaps an exception to this, and that is the sale to Russia of a torpedo boat which was built on the Thames. It is safe to say that, if this vessel had been smuggled out to the Japanese instead of to the Russians, strong representations and requests for an indemnity would have been received from St. Petersburg without delay. It is certain that a code of laws will have to be formulated as soon as possible in order to prevent in future the recurrence of incidents such as the sale of the *Caroline*.

BLOCKADE-RUNNING.

Next in importance to the trade in contraband is the matter of blockade-running, or, as we may term it, the delivery of the contraband. It is maintained by the Japanese that the penalties attaching to failure of blockade-running should be much heavier than they are

at present. That they are justified in this contention may best be made evident by reference to the siege of Port Arthur. It was stated soon after the fall of this fortress that, a few days before the collapse of the defence, a British ship succeeded in getting into the harbour with six thousand tons of flour.

This cargo might very well have enabled the Russians to hold out longer than they did, in which case the result would undoubtedly have been the sacrifice of many thousands of lives. Yet had the ship carrying this flour been captured by the blockading squadron the only penalty would have been the forfeiture of the ship and cargo, a loss that would have fallen, not upon the owners, but upon the underwriters who had insured the vessel and its freight.

It is suggested that the existing laws should be altered so as to render liable to long imprisonment any neutrals captured while blockading, running. In the case of a shipowner or private individual attempting to run the blockade for the benefit of belligerents of his own nationality the penalty need not be made more severe, but where a neutral, with the sole object of pecuniary gain, risks the prolongation of a conflict which may cause heavy loss of life, it is considered monstrous that in case of failure he should get off scot free.

SHEWERS OF WAR.

The question of the supply of coal to belligerent warships is also at present in a very unsatisfactory state. It only needs to be shown to what an extent the Russians have benefited, or might have benefited if their fleets had been more formidable: by the facilities accorded to the vessels of the Baltic Fleet on their way out to the Far East, to make manifest the unfairness of the existing laws. Had the Port Arthur fleet not fallen so easy a victim to the Japanese navy it might have gone hard with the latter when the Baltic fleets, by the aid of coal supplied by neutrals, joined forces with their brethren in the East.

It has been suggested, though quite unofficially, that money, being one of the most absolute essentials to a belligerent, should be considered as contraband equally with ships, guns, and ammunition. Whether this idea will be allowed to take definite shape and come under discussion remains to be seen, but there does not seem to be any logical reason why it should not.

The proposal of an International Conference, should it happily meet on the conclusion of the present war, will also have to consider an extensive enlargement of the existing Geneva Convention. New elements in warfare have been introduced in the present conflict. The employment of dynamite and the reappearance of the death-dealing handgrenade seem to point to the fact that war is becoming more, instead of less, brutal. The Geneva Convention—which has been observed as far as possible by both sides in this war—was designed to prevent, as far as possible, all needless butchery, but it appears to fall short in this laudable endeavor, and must obviously be extended in scope. To achieve this should not prove beyond the powers of the jurists of the world.—*Ex.*

HAUNTED YACHT.

REMARKABLE STORY OF QUEEN DRAGA'S GHOST.

An extraordinary story is being told at Vienna, on the authority of a Huda-Pesth correspondent. The yacht which the ill-fated Serbian Queen Draga bought shortly before her death was taken up the Danube to the Hungarian capital by its purchaser, a Belgrade merchant. Owing to queer stories current about the yacht, difficulty had been experienced in getting a full crew, and on arrival at Buda-Pesth several men deserted. Two days later a dinner party was held on board. A number of idlers, attracted by the yacht's tragic association, were loitering on the quay, when suddenly a frantic scream was heard, and a beautiful young girl, in evening dress but without her cloak, rushed out of the companion-way and dashed along the gangway to land. The excited crowd attempted to stop her, and asked what was the matter, but with the mysterious words, "The face! The face!" she tore herself away and rushed down the road.

Next morning rumour spread rapidly that the electric lamp in the yacht's saloon had gone out during dinner, and that a hideously gashed head, livid and streaming with blood, had tumbled down at the company through a blue mist on the after bulkhead. "It is Draga's ghost," said the superstitious.

On the following day the crew deserted in a body. The river authorities ordered a guard to be on board. Difficulty was experienced in getting anyone to spend the night on the haunted yacht, but at last an old waterman, named Birnbaum, was induced to go on board. At daybreak he was hailed from the deck by the man who had come to relieve him. No answer was received. The relief, being frightened, ran ashore and refused to go near the yacht. "The Devil has carried Birnbaum away!" he asserted. An hour later three policemen, each trying nervously to keep at the tail of the procession, went on board the yacht, and proceeded down the companion ladder. In the saloon, lying on his back, and in a swoon, in which he had apparently been for several hours, was the watchman. On his face was a look of indescribable horror. When brought to, Birnbaum refused to say what he had seen, but exclaiming wildly, "The face! The face!" staggered on shore.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 27th at 11.50 a.m. the barometer has fallen over E. Japan, and risen on the E. coast of China.
Pressure is highest over N. China, and lowest over the Pacific to the South of Japan.
Gradients are slight on the China coast, and moderate N.E. winds will probably prevail in the Formosa Channel, and moderate S.E. to E. winds over the N. part of the China Sea.
Forecast.—S.E. to E. winds, light to moderate.

THE STRANDING OF THE S.S. "KONGNAM."

OFFICIAL INQUIRY.

THE FINDING.

At the Marine Court this morning, before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, an inquiry was held into the circumstances attending the stranding of the s.s. *Kongnam* on Mah-wan Island, on the 5th inst. Commander G. Darcy, of H.M.S. *Albatross*, Captain J. G. Spence, of the s.s. *Lightning*, Captain P. H. Rolfe, of the s.s. *Yuen Sang*, and Captain J. J. Lessius, of the s.s. *Kishan*, were present as assessors.

Captain C. G. Frampton was first called, and stated that on the night of the 5th inst. he left the wharf at 7.15 p.m. on a voyage to Kowloon, and the West River. They proceeded down the South Channel to the stream of the anchorage at Green Island, himself, and a native pilot on deck, and two Chinese at the wheel. The charterers supplied the pilot at Hongkong. When he cleared the shipping he told the pilot to set the course across Capatimus, N.W. half W., and it was done. The compass was correct. When he was abreast of Chung Hoo point they were still steering the same course, and he left the deck for about four minutes, and let the pilot run himself. He previously told him to look out for the red light on Mah-wan Island, and when he returned forward he found that the man had hauled out west, when he should have set up to the northward. There were junks in the vicinity when witness left the deck. After he had been down about five minutes witness said, "Hullo, where's the red light?" It appeared that he mistook the big Mah-wan Island for the small one, as he could not see the latter, and the night was very dark. At 8.5 p.m. he realized that he had made a mistake as he saw the white beach of the small Mah-wan Island. He thought he was a quarter of a mile off, as the night was dark and clear it looked farther off. He immediately reversed his engines and went full speed astern, but it was too late and the steamer took the ground. He had about 250 souls on board the ship, so when she struck he did not try to get her off, as he had not enough boats. They swung the two boats out, and he told the passengers not to get frightened. He then sent up rockets and burnt flares, and at 9.15 the first steam launch came out, and he sent away as many passengers as possible in her. During the time he was embarking the passengers on the launch to send them to Hongkong, the *Hankow* and other boats sent over to ask if he wanted assistance, but he did not need any. The last lot of passengers was got away at 2.15 a.m. on the 6th inst. with all their baggage. During this time he found the water was gaining in the hold. At 9.35 on the evening she struck all the fires were extinguished. At 10.45 p.m. the donkey engine stopped. The ship's head was west when she struck. He took soundings immediately she took the ground.

By the Court: He was not taking soundings before the ship struck. The pilot of the boat is left to his own resources to a certain extent. If he was in doubt about anything he questioned the pilot. The lead was not used in places like the one in question. Witness, continuing, said that when the ship struck he communicated with the owner in Hongkong at the earliest opportunity. The owner arrived at about noon on the 6th inst. He made inquiries and returned to Hongkong, to make arrangements for her salvage. On the 11th inst. the draft of the vessel floating was 8 feet 6 inches aft, and six feet three inches forward. The ship came off on the afternoon of the 11th inst., when the draft was six feet forward and eight feet six inches. She was towed into Hongkong and is now at the slipway in the Kowloon Dock.

By the Court: He was travelling at a speed of about nine knots, after clearing the shipping. Witness, proceeding, said that what the pilot did during the few minutes he (witness) went away from the deck he did not know. He asked the man, but he would not tell him. He had since run away. Having been up four times with the same pilot he had every confidence in him. The only answer he could get out of the man when he questioned him as to how he got out of the course, was "Have made a mistake." Witness had been in command of the boat for four months, and had made four trips in her.

By the Court: When he rang down to go full speed astern the engines answered satisfactorily. Witness showed on the chart his positions when he left the deck, and when he struck. The vessel was found to be strained and had a hole in her bottom. He could not say when the compass was last adjusted. Loi Tai, quartermaster of the s.s. *Kongnam*, stated that he was steering on the *Kongnam* on the night of the 5th inst. from this port to Capatimus Pass. He was still steering when the ship went ashore. He steered by the compass after receiving orders from the pilot or officer in charge of the deck. When he left the harbour the pilot told him to steer N.W. ½ W. He did so for a short time, and then the pilot told him to steer N.W., which course he kept for about ten minutes. The course was then altered to N.W. ¼ N. on the pilot's instructions, and he steered in that course for another ten minutes, when it was again altered to N.W. one point N. and he steered so for five minutes. He did not know of any reasons for all these changes of the course; the pilot ordered them, and witness obeyed. He could not say how he knew each alteration in the course lasted ten minutes. With models witness showed the various alterations in the course steered.

Captain Frampton said he would like the last witness to make a more definite statement as to the intervals between the alterations in the course, because, as it stood at present, according to the times mentioned by the witness the altering of the course would have occupied the whole time from the wharf to the point where he went ashore. An attempt was made

to get this out of the witness but it was futile. His Worship pointing out the impossibility always experienced in getting accurate statements as to time out of this class of witnesses.

The Court then adjourned to consider their finding. After an hour the sitting was resumed, when Captain Frampton, recalled, explained what steps he had taken to secure the attendance of the pilot, who had run away from the ship when it was known that an inquiry was to be held.

THE FINDING.

The Hon. Captain Barnes-Lawrence then read the following finding:—"We find that the British steamship *Kongnam*, 107,028, of Hongkong, of which H. C. D. Frampton is master, the number of whose certificate is 49651, left Hongkong on the 5th inst., on a voyage up the West River. The *Kongnam* is a steamer of 402 net register tons, and had a mixed cargo on board. That about 8.6 p.m. on the night of the 5th inst., the vessel took the ground on Caping Island, and remained there until the forenoon of the 11th inst., when she was towed to Hongkong, and placed on a slip way, and found to have been strained and to have a hole in her bottom. It appears from the evidence that the safety of the ship was, in the first instance, jeopardized by the pilot's altering the course, without any apparent reason, during the master's temporary absence from deck. Also that the judgment of the master was faulty in not having reduced the speed after finding that the course had been so altered, and also in being mistaken in his identity of the hand he was approaching. The Court is of opinion that it is not necessary to deal with the master's certificate."

SUPREME COURT.

RENT TAXES AND DAMAGES.

Sitting in summary jurisdiction at the Supreme Court this morning, the Puisne Judge (Mr. T. Sercombe Smith) heard an action brought by Li U Lau against the Hong Lau firm to recover the sum of \$602, \$552 of which, said Mr. O. D. Thomson, on behalf of plaintiff, was in respect of rent and taxes of 149 Des Voeux Road, and \$50 damages alleged to have been done to the premises. On the 13th October last a lease was obtained by the plaintiff of eleven houses in this district one of which was that in respect of which the present claim was made. After the lease was granted the plaintiff was taken to the defendant, who occupied No. 149, and was told that the rent was to be paid to the plaintiff. This was done during the months of November and December, and the amount was subsequently raised to \$200 payable in advance. In the first month of the Chinese New Year the defendant paid \$100 after notice to quit had already been given by the master of this shop. Acting upon this the plaintiff made arrangements to re-let the premises to a new tenant, and when the time came for him to enter into occupation the keys were not handed over and even at the present time plaintiff had no possession of the premises. Balance of rent and taxes amounting to \$126 had been paid into Court.

Mr. Dixon argued the case on behalf of the defendant, and the Puisne Judge eventually gave judgment for \$577 being \$25 less than the amount claimed as his Honour thought the claim of \$50 for damages excessive and accordingly reduced the amount by fifty per cent. He pointed out that if the plaintiff had entered the premises by bursting open the door he would have been liable for an indictment for forcible entry.

ASSISTING CHARITY.

GOVERNMENT COMMISSIONER'S ENDEAVOURS.

The Hongkong Benevolent Society will be interested to learn that Mr. Frederic Jones, the Trade Commissioner for Queensland, has now taken up a question which has been engaging the attention of the members of this institution for a long time past. A few months back, at the suggestion of the Society, the Hongkong Government wrote to the Commonwealth of Australia giving particulars of several cases in which the Australian wives of Chinese have been deserted, or otherwise ill-treated by their husbands on return to China, and asking the Australian Government to warn young women against such marriages, as the husband has too often already contracted ties in his own country. "Since his return to the Colony Mr. Jones has had his attention drawn to the case of the three women who recently left a village beyond Canton and came down to Hongkong for assistance. Into this matter he has been instituting inquiries with the result that he ascertained only one of the women belongs to Australia and he is now endeavouring to get her sent back to her home. She met the Chinaman with whom she has been living when he was engaged as a market gardener in Australia and consented to throw in her lot with him. While in her own country she appeared quite comfortable and it was not until her arrival in China where she found that her master had several native wives that trouble commenced. She makes no allegation of cruelty and declared that she was allowed to live in a separate house, where she did nothing beyond the ordinary household duties, and was certainly never at work in the paddy fields. Mr. Jones, thinking that nothing can be done here in the way of giving the woman employment, has written to the Queensland Government with full particulars of the case asking that the papers be sent on to the Government of New South Wales, and that Mr. Barretto, the Consul for Mexico, be instructed to pay her passage back to Australia, and also to reimburse the Lady Superior of the Italian Convent for whatever loss she may have sustained in housing the unfortunate woman. He further intends to press the government for legislative measures in order to put a stop to such cases occurring in the future."

CORRESPONDENCE.

FLEET TARGET PRACTICE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Last the public should be misled by the sound of firing I send you the subjoined information which you may possibly think it worth while giving publicity to in your columns.—Yours faithfully,

F. H. MAY.

Hongkong, 27th April, 1905.

His Majesty's Ships will carry out the usual Target Practice on the 28th and 29th inst., in the vicinity of the Port.

PORTUGUESE COLONIAL SECRETARY WARRIOR.

LELLO-LOUREIRO.

A very pretty but quiet wedding was that solemnized at noon to-day at St. Joseph's Chapel, when Dr. Alfredo Lello, Portuguese Colonial Secretary at Macao, was united in marriage with Miss Helena Maria Loureiro, eldest daughter of Mrs. Mary Wilde Loureiro, and the late José da Silva Loureiro, Portuguese Consul-General at Tokio. The bridegroom, who arrived from Macao by the s.s. *Huank-shan*, was met by Consul-General Romano and Vice-Consul Leiria, who escorted him to the church where the ceremony was to take place, the former acting as groomsmen, and the latter as bestman. The church had been very prettily decorated for the occasion with a profusion of palms, potted plants and flowers, and presented a very pretty appearance. The bride, who was given away by her elder brother, Mr. J. W. Loureiro of the Imperial Maritime Customs, Canton, was dressed in a very handsome costume of embroidered white silk *crêpe de Chine*, trimmed with ribbon and lace, with a large picture hat, trimmed with ostrich feathers and orange blossoms, and carried a beautiful spray bouquet of stephanotis, tube roses, as orange blossoms, held by broad white satin streamers. She was attended, as bridesmaids, by her cousins, the Misses Loureiro, who wore very pretty white costumes and hats to match. The Rev. Fr. Augustini performed the marriage rites, after which an adjournment was made to the residence of the bride's mother where an informal reception was held, the health of the happy pair being drunk in bumper, and where some very handsome and unique presents were displayed. Later Dr. and Mrs. Lello left to catch the *Huank-shan* for Macao, their future home. To-night they are to be entertained by His Excellency the Governor of Macao at Government House.

BILLIARD HANDICAP.

Following is the draw for the first round of a billiard handicap to be played at the Occidental Hotel, Kowloon:—Pereira (owes 115) v. Morris (owes 175); Ellis (owes 100) v. Farrel (owes 20); Eamer (owes 45) v. Herton (owes 115); May (receives 10) v. Blackledge (scratch); Remedios (owes 150) v. Hymman (receives 30); Carvalho (owes 150) v. Pitt (owes 120); Felling (receives 10) v. Cappel (receives 60); Fowler (receives 10) v. Pollock (scratch); Robinson (scratch) v. Lapsley (owes 75); Hamilton (owes 15) v. Parkes (owes 120); Russell (receives 10) v. Cross (owes 90); Mills (scratch) v. P. Rosa (owes 120); Stevens (receives 80) v. Rutter (owes 65); Clelland (receives 5) v. Logan (receives 50); Lovatt (scratch) v. Deas (receives 80); and A. A. Rosa (receives 25) v. Edwards (owes 40). All games must be played on or before the 14th May next.

To-day's Advertisements.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 26th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SOCOTRA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., *ex S.S. Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 27th April, 1905.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 30th April, 1905, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's

Godown, Kowloon,

913 CASKS CEMENT,

(Red Cross Brand),

in good order and condition.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

on

MONDAY, the 1st May, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

350 KEYS WHITE LEAD,

500 KEYS ASSORTED PAINTS,

5 Bales SCARLET BLANKETS,

5 Cases INDIA-RUBBER SHOES,

&c., &c., &c.

ALSO

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 6th May, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF CHINESE CURIOS,

Comprising:—

PEKIN CLOISONNE VASES and WALL

PLATES, BRONZE and BRASS VASES and

INCENSE BURNERS, SILK-EMBROIDERED

TEAPOTS and PALACE HANGINGS,

SAND-BAGS OF VASES, SNUFF BOTTLES,

BLACKWOOD SCREENS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th April, 1905.

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, 27th April, 1905.

Intimation.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	30th April.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENLAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Deucalion" left Singapore at noon on the 25th instant, and may be expected to arrive here about the 30th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"KANSU"	1st May.
SHANGHAI	"WOOSUNG"	1st "
MANILA	"TEAN"	2nd "
CEBU and ILOILO	"KAIFONG"	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th April, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Nottley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th April, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	May 1st, 1905.
"ARABIA"	4,483	Bahle	May 15th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NIGOMEDIA"	4,370	Wagner	June 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents. Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 (every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4 Meals ...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 28th April, 4 P.M.
SHANGHAI	"AMARA"	SUNDAY, 30th April, Daylight.
SHANGHAI	"WAISHING"	TUESDAY, 2nd May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 5th May, 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	THURSDAY, 11th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO. General Managers.

Hongkong, 27th April, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on SUNDAY, the 30th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 27th April, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "ERNEST SIMONS," Captain ... will be despatched for the above Ports, on or about MONDAY, the 1st May.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE," Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "BENALDER," Captain McIntosh, will be despatched as above, on or about the 15th May, 1905.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SAGAMI"	20th May, 1905.
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 19th April, 1905.

HONGKONG—MACAO LINE.

S.S. "WING CHAI," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$4; Return, \$5; 3rd Class, Single, 30 cents; Return, 50 cents; Beerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 24th April, 1905.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship "LANGBANK," Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st April, 1905.

"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "PINNA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

All Claims must reach us before the 28th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 19th April, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship "PUNDUA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 20th April, 1905.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "HINDUSTAN," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th April at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 25th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BANCA," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

T. S. LEWIS, Acting Superintendent.

Hongkong, 24th April, 1905.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 24th April, 1905.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship "LANGBANK," Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st April, 1905.

"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "PINNA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

All Claims must reach us before the 28th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 19th April, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship "PUNDUA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 20th April, 1905.

Consignees.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any other style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

Shipping.

Arrivals.
Nassovia, Ger. s.s., 1,600, Canton 26th April.
Shanghai 22nd April, Gen.—H. A. L.
Clara, Japan, Ger. s.s., 1,100, P. Bendixen,
26th April.—Swatow 25th April, Gen.—O.
S. K.
Eliza, Nassack, Ger. s.s., 1,150, W. Lassen,
26th April.—Singapore 19th April, Gen.—
H. A. L.
Moyune, Br. s.s., 1,015, J. Campbell, 27th April.
—Liverpool via Singapore 19th April, Gen.—
B. & S.
Kwangle, Ch. s.s., 1,474, R. Lincoln, 27th
April.—Canton 26th April, Gen.—C. M.
S. N. Co.
Lydia, Ger. s.s., 1,771, Sigismund, 27th April.
—Canton 26th April, Gen.—S. & Co.
Socotra, Br. s.s., 1,306, C. J. Benton, R.M.R.,
27th April.—Singapore 21st April, Ballast.
—P. & O. S. N. Co.
Tijmahi, Dut. s.s., 6,000, N. de Brouwer, 27th
April.—Makassar 19th April, Gen.—J. C.
J. L.

Clearances at the Harbour Office.
Charles Hardaway, for Canton.
Charles Hardaway, for Chikwan.
Hatching, for Swatow.
Hatching, for West River.
Hatching, for Kuching.
Hatching, for Hongkong.
Hatching, for Shanghai.
Hatching, for Nagasaki.
Hatching, for West River.
Hatching, for Chikwan.
Hatching, for Canton.

Departures.
Banco, for Shanghai.
Hatching, for Swatow.
Doll, for Bangkok.
Hatching, for Quong-chow-wan.
Hatching, for Shanghai.
Hatching, for Canton.
Hatching, for Yokohama.
Hatching, for Kobe.
Hatching, for Shanghai.
Hatching, for Canton.

Per Clara, Br. s.s., from Swatow—108 Chinese.
Per Tijmahi, from Makassar—Messrs. Note-
boomer and Olsen.

Passengers departed.
Per Tartar, for Vancouver, &c.—Messrs. A.
O. Godale, S. W. Cartwright, J. B. Struthers,
D. J. Anderson, B. E. Martin, A. Emerson,
J. Melhuish, P. N. Ruston, Mr. and Mrs. G.
Trusler and family, Miss B. M. Jamieson,
Messrs. J. Legg, F. Masters, Wm. Davies, Mrs. J.
W. Lamm, Miss Watson, Mrs. T. C. S.
Haley, Mr. C. A. Newbaker, Mrs. E. N. Morris-
son, Messrs. R. London, W. Burns, Mrs. M.
N. Heale, Mr. Summa, Mrs. F. L. Rich, M.
L. O'Neill, Mr. and Mrs. J. Van Arsdale, Capt.
P. Hyatt, Mr. and Mrs. J. Van Arsdale, Capt.
and Mrs. Bush and child, Mrs. D. W. Crad-
dock and a child, Mrs. D. W. Craddock, Mr.
R. C. Hishop, Lady Lawson, Mrs. W. H. An-
derson and child, Mr. and Mrs. Moony and
infant, and Capt. Deane Brockman, R.N.
Per Tremont, from Hongkong for Moji—Mr.
and Mrs. Uchigaki and child—For Kobe—
Messrs. G. Kawamura, A. A. Bear, E. E. Lat-
son, E. A. Nichol, Mrs. F. W. Wilson, Miss
Louise Rohlf, Major and Mrs. Chapman, L.
and Mrs. Pillow, Miss Heatherington, Miss
Connegie, and Col. Connegie. For Yokohama—
Mr. C. J. Anderson, Major and Mrs. Morris
and family, Major and Mrs. Benham, Lieut. H.
H. Hall, Capt. Walker and Smith, Mr. and
Mrs. Ferdnanz, Messrs. W. H. Chapman and
W. E. Frank, For U.S.A.—Miss Phoebe
Davidson, Messrs. P. Healy, D. S. Williams,
Mrs. Newell Wilson, child and nurse, Messrs.
J. H. Aldrich, A. Terrill, E. Evans Moon, Geo.
Toy, Chue See Kwai, John Bradley, Jas.
O'Hara, Mrs. A. D. Collins, Mr. S. Harris, Mr.
and Mrs. Percy Giles, Messrs. B. H. Hunter,
C. C. Fuller, Mr. and Mrs. M. K. Welch, and
Miss Erickson.

Per Roan, for Shanghai—Messrs. C. P. Mad-
wig, H. Baker, S. N. Sen, O. Cruz, C. Osmun,
Mak Cheong Hung, L. L. Gavino, T. Booth-
mann, Franck, Ferber, Nagasaki, H. Arsen,
Misses Goldenberg, M. Barretto, and Mrs.
Lareina. For Nagasaki—Messrs. MacLaren,
Nakano and party, Herano, Sakai, Miyama,
Watanabe and party, Emonize, Miss "Shige,
O. Matsui and party, For Kobe—Messrs. U.
J. Tohi, To Kuo Chi, Sengasawa, R. Ohada,
Miss Okada, Prof. and Mrs. Dowling and Mr.
and Mrs. Lam Fat. For Yokohama—Messrs.
A. Smith, J. H. Lind, Lo Kok Sang, Lo Chan
Sang, Li See Cheung, Sun Loong and party
Young Chuk, Chan, Leung, Che Van Yick,
Mrs. M. Lespere, and Mrs. Yeong Fusan.

Shipping Report.

Str. Calcas from Singapore—Fine weather
throughout.
Str. Moyune from Liverpool—Fine weather,
light winds throughout.
Str. Hatching from Swatow—Light SW'ly
airs, smooth sea, and fog.

Str. Nassovia from Shanghai—Fine weather
with light changeable winds, yesterday
and this morning foggy.

Str. Kansu from Tientsin—There to Chefoo
light SW'ly wind and fine, thence to Swatow
fresh W'ly wind and clear weather, later strong
SW'ly winds and high sea to Hainan Island,
fresh W'ly gale decreasing from Chapoi Island,
thence to port calm, and foggy weather.

Vessels in Port.

Stramers.
Castla, Br. s.s., 1,300, R. Barger, 24th April.
Barry 3rd Mar., Coal.—Order.
Carl Diederichsen, Ger. s.s., 774, H. Schlicker,
26th April.—Haliphong and Holhow 25th
April, Gen.—J. & Co.
Chowia, Ger. s.s., 1,055, F. Spiesen, 22nd April.
—Bangkok 16th April, Rice, &c.—B. & S.
Chowia, Ger. s.s., 1,105, H. Textor, 24th April.
—Bangkok 18th April, Rice, &c.—M. & Co.
Emma Lyuke, Ger. s.s., 1,100, H. Matena,
24th April.—Java (Pekalongan) 16th April,
Sugar.—Chinese.
Gaea, Nor. s.s., 625, H. Dahl, 23rd April.
—Shanghai—Per Amoy, 1st May, 3 P.M.
Holstein, Ger. s.s., 985, J. C. Han'een, 25th
April.—Telangau 20th April, Coal.—J. & Co.
Isleworth, Br. s.s., 1,715, Cox, 18th April.
—Saloon 14th April, Rice, and Gen.—D. &
Co., L.
Langbank, Br. s.s., 2,915, J. W. Rout, 21st
April.—Singapore 14th April, Gen.—H. A.
L.
Lightning, Br. s.s., 1,132, J. G. Spence, 24th
April.—Calcutta 8th April, Penang and
Singapore 19th, Gen.—D. S. & Co., L.
Macquarie, Br. s.s., 2,073, St. John George, 25th
April.—Moji 21st April, Coal.—G. L. &
Co.
Madeleine, Rickmers, Ger. s.s., 1,657, D.
Reimers, 19th April.—Bangkok 12th April,
Rice and Meat.—M. & Co.

Mongolia, Am. s.s., 3,750, W. P. S. Porter, 23rd
April.—San Francisco 18th Mar., Honolulu
24th, Yokohama 10th April, Kobe 13th,
Nagasaki 16th, and Shanghai 21st, Mails
and Gen.—P. M. S. S. Co.
Norman Isles, Nor. s.s., 2,191, Sanae, 25th
April.—Moji 20th April, Coal.—Order.
Nomania, Ger. s.s., 2,500, H. Brubner, 23rd
April.—Portland and Moji 18th April.
—P. & A. S. S. Co.
Quinta, Ger. s.s., 987, L. Frabin, 15th April.
—Saloon 21st April, Gen.—Order.
Rajpoot, Br. s.s., 3,615, Geo. Crisp, 21st April.
—Moji 15th April, Coal.—J. M. & Co.
Tanglin, Ger. s.s., 1,280, Fr. Louis, 20th April.
—Saloon 15th April, Rice and Gen.—
Chinese.
Toly, Aust. s.s., 741, J. Engler, 25th April.
—Bangkok 18th April, Rice.—Hong 14th.
Yuanzang, Br. s.s., 1,120, P. L. Royle, 25th
April.—Manila 22nd April, Gen.—J. M. &
Co.
Zafiro, Br. s.s., 1,611, R. Rodger, 25th April.
—Manila 22nd April, Gen.—S. T. & Co.

Sailing Vessels.
A. G. Ropes, Am. ship, 2,302, D. H. Rivers,
16th Mar.—Philadelphia 16th Oct., 1904,
Case Oil.—S. O. Co.
S. P. Hitchcock, Am. ship, 2,036, E. V. Gates,
22nd Mar.—from New York, Oil and Wax.
—S. O. Co.
West York, Br. ship, 720, W. J. L. Post, 13th
April.—Newcastle 13th Jan., Coal.—E. A.
T. Co.

Steamers Expected.

Vessels	From	Agents	Due
Banau	Singapore	N. Y. K.	April 28
China	Manila	P. M. S. S. Co.	April 29
Trieste	Shanghai	S. W. & Co.	April 29
Deucalion	Singapore	B. & S.	April 30
Emp. of Japan	Japan	C. P. R. Co.	May 1
Ernest Simons	Singapore	M. M.	May 1
Pekin	Singapore	P. & O. Co.	May 1
Fuking	Singapore	J. M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 3
Kumintang	Singapore	J. M. & Co.	May 9

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Kongnam	Manila	N. Y. K.	April 28
Fatshan	Manila	P. M. S. S. Co.	April 29
B. Bjornsten	Manila	P. M. S. S. Co.	April 29
Lintau	Manila	P. M. S. S. Co.	April 29
Erna	Manila	P. M. S. S. Co.	April 29
Numania	Manila	P. M. S. S. Co.	April 29
Hercules	Manila	P. M. S. S. Co.	April 29

Ships Passed the Canal.

Outward—1st April—Arcadia, Yunnan.
4th April—Aguinaldo, Denbighshire, Hongkong.
7th April—Ferd. Latus, Nippon, Bismarck, Saito-
uma, Transil, W. 7th April—Yamato, Ernest
Simons, 8th April—Monarch, St. Egebe,
Indian, 11th April—Kinkaid, Travu, Athos
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